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PART I—Section 3

Notifications relating to Non-Statutory Rules, Regulations, Orders and Resolutions issued by the Ministry of Defence**MINISTRY OF DEFENCE****MINISTRY OF DEFENCE**

Regulations for the Handling of Defence Service Explosives in the Port of Bombay by the Indian Navy

No. 509 dated 12th March 1959.—The Central Government hereby makes the following regulations for the possession, transport or importation of explosives in the Port of Bombay by the Indian Navy:—

1. *Responsibility for handling.*—The handling of all explosives in the Bombay harbour shall be done under the control and direction of the Naval Armament Supply Officer, Bombay. Ships carrying explosives will be berthed at the explosive anchorage allotted by the Bombay Port authorities and the explosive cargo will be discharged into barges authorised for carrying explosives, under the supervision of the Naval Armament Supply personnel. These barges will be towed to the Naval Jetty at Trombay whence they will be taken by road transport to the Naval Armament Depot at Trombay for disposal to the consignees.

2. *Maximum quantity of explosives permitted in any vessel.*—No ship will be permitted to enter the harbour having on board more than 500 gross tons of explosives. Further, the nett quantity of explosives bearing mass explosion risk (Category 'Z' and 'ZZ' shipping Category C) shall not exceed 300,000 lbs. nett. If there are bulk propellant or service explosive of group 3 on board and these are not separated from explosives bearing mass explosion risk either by the boiler room or engine room or by any hold, they shall also be included in the limit of 300,000 lbs. nett stipulated.

3. *Authorised Explosives.*—Only explosives approved by Government department, Service or civil may be handled. The list of such authorised explosives is given in the Classified List of Government Explosives and in the List of Authorised Explosives issued under Notification No. E.11(7), dated the 28th May, 1954, by the Department of Explosives, and the Pamphlet No. 3 (1958) issued by the Storage and Transport of Explosives Committee, Ministry of Defence.

4. *Berthing of Ships carrying explosives.*—No ship carrying transit cargo or discharging or loading explosives consignment at Bombay shall be allowed to proceed to the ordinary anchorages in the harbour or alongside the harbour walls or the docks but shall proceed to the explosive anchorages opposite Tucker Beacon and shall not leave her anchorage without the permission of the Deputy Conservator.

5. *Safety Distances.*—A safety distance of at least 3,750 ft. should be observed between an explosive ship and any other vessel or shore installation. The minimum safety distance between one explosive barge and any other explosive barge should be 390 ft. but the safety distance between an explosive barge and any other ship, craft or shore installation should not be less than 2,060 ft.

6. *Notice of loading and unloading.*—The Master of an explosive carrying ship or the Agent for such ship shall give to the Deputy Conservator of the Port and the Naval Armament Supply Officer, Bombay, not less than 48 hours notice of its intended arrival at the port.

The Master of every ship carrying explosives or the Agent for such a ship shall give a declaration to the Naval Armament Supply Officer, Bombay regarding the type and quantities of explosives carried. Special mention should be made of the nett explosive content of category 'Z' and 'ZZ' stores.

Categories 'Z' and 'ZZ' explosives are defined in pamphlet No. 1 (1955) issued by the Storage and Transport of Explosives Committee, Ministry of Defence.

"Category 'Z'—Those explosives which have a mass explosion risk with serious missile effect."

Category 'ZZ'—Those explosives which have a mass explosion risk with minor missile effect."

The category under which each Service Explosive is classified is indicated by the appropriate letter in the 'Classified List of Government Explosives' issued by the Storage & Transport of Explosives Committee and the Service Headquarters.

7. The loading & unloading of ammunition in the Port of Bombay shall be undertaken only between the hours of sunrise and sunset.

8. *Lighters and Barges for Explosives.*—No boats, (other than Naval barges specially constructed for conveyance of explosives) shall be used for the transport of explosives unless they are licenced in accordance with sub-rule (2) of rule 7 of the Rules Regulating the Handling of Explosives in the Port of Bombay issued under the late Department of Works, Mines & power (now Ministry of Works Housing & Supply), Notification No. P.103, dated the 11th March, 1947.

No barge should carry at any time more than 100 tons gross weight of explosives or 50,000 lbs nett weight of explosives of category 'Z' and 'ZZ' containing mass explosion risk.

9. *Red Flag.*—Every ship having on board more than 100 lbs. nett of explosives shall carry during the day a red flag not less than 3 feet square at the fore truck and at night a red light in the same place, visible all round the horizon, in addition to the regulation lights. Every boat used in transporting explosives in the Port shall, by day, exhibit a similar red flag and by night a similar red light respectively to those described above on a mast at least 15 feet high above the deck.

10. *Vessel to lie singly.*—Every vessel wholly or partly laden with explosives shall lie singly and be kept at a distance of at least 50 yards from any other vessel except during the actual transhipment of explosives, when one boat may lie alongside on each side of a ship, boat or floating magazine.

11. *Buoy to be carried.*—Every boat carrying explosives within the limits of the port shall carry on deck a buoy with 15 fathoms of 3" rope, one end of the rope being attached to the buoy and the other end to the boat. The rope shall be attached to such part of the boat as is most clear of spars, gear or other obstruction and at such point as is approved by the licensing authority under rule 60 of the Explosives Rules, 1940.

12. *Steamer fires and lights.*—No explosive shall be loaded on or unloaded from any ship—

(a) unless the engine room fires have been previously carefully banked up, and all other fires and lights extinguished; or

(b) While the ship is attached to or alongside of any steam vessel or steam tug, unless the engine room fires or such steam vessel or steam tug, have previously been carefully banked up and all other fires and lights have been previously extinguished:

Provided that nothing in this rule shall prevent the employment of an artificial light or ships signal lights of a type approved in writing by the Chief Inspector of Explosives in areas outside port limits and by the Deputy Conservator of the Port within port limits.

13. *Loading and unloading prohibited while the vessel is underway.*—No explosive exceeding 1000 lbs. in weight and no detonators shall be loaded or unloaded while the vessel is underway i.e. when she is not at anchor or moored or made fast to the shore or aground.

14. *Security.*—Special measures must be taken by the Master of the ship to ensure the safety of the explosives carried on ship. Small arm ammunition, grenades and other similar articles must be guarded against sabotage. The responsibility for the security and safe handling of the consignment rests with the Master of the ship and a responsible ship's officer must be present whenever any explosive is being loaded into or unloaded from a vessel.

15. *Protection against weather.*—Special care must be taken during loading and unloading to prevent explosives from being wetted by rain. Protective covering should be provided to prevent direct sunlight falling on packages for long time. In heavy rain the work on explosives should cease and hatches are to be closed, unless specially authorised for urgent reasons by the representative of the Naval Armament Supply Officer, Bombay, and in such circumstances if work is continued such protection from weather as is possible is to be provided. During thunderstorms or local port storm signal of categories above No. III work should cease and all explosives should be covered.

16. *Authorised representative.*—The loading and unloading of Government explosives in ships in all cases shall be conducted in the presence of an authorised representative of the Naval Armament Supply Officer, Bombay, not below the rank of Storehouseman who will observe the manner in which the explosives are being handled and stowed and if necessary will call the attention of the Ship's Officer present to any instance of improper treatment, to avoid damage through carelessness in handling or stowage. The responsibility of the Master of the ship for handling of the explosives is, however, in no way affected by the presence of the authorised representative of the Naval Armament Supply Officer.

Save in exceptional circumstances, magazines containing Government explosives shall not be opened before the arrival of the authorised representative and Government explosive stowage shall not be disturbed before inspection. Should exceptional circumstances make it necessary for magazines to be opened or stowage to be disturbed before his arrival, the Master of the ship must inform him and, if necessary, forward a report of the circumstances to the Agents for onward transmission.

17. *Locking and Sealing of Magazines.*—Magazines shall always be locked when work has been suspended for any reason. When Government explosives are carried the authorised representative will be responsible for this duty and for delivery of the keys to the Master under sealed cover. The representative will also be responsible for ensuring that the construction, sealing and ventilation of special magazines or containers for Government explosives is sufficiently carried out.

18. *Defective packages.*—No leaky or badly coopered barrels or defective vessels should be received on board. The Master should refuse to receive them and should immediately report the circumstances to the shippers.

The Naval Armament Supply Officer should arrange for disposal or repacking of broken packages containing explosives, as necessary. Wherever necessary a Marine survey should be carried out jointly with the ship's representative within 72 hours.

19. Safety Precautions:—

(i) *Opening of Packages.*—Packages containing explosives shall not be opened on board ship.

(ii) *Artificial lighting.*—Where explosives are being loaded or unloaded and when work is in progress in holds, the hold should be lighted, if necessary, with 'totally enclosed' lights. When group 15 explosives are involved, the light should be of the 'flame-proof' type. If the covers on lights are close they must be protected by wire mesh. Arc lights must not be used. Lights are not to be suspended over explosives when it can possibly be avoided. All fittings and flexible cables used for portable lighting will be so sited, and additional mechanical protection afforded where necessary so as to guard against damage. Flexible cables will be of the 'Tough Rubber Sheathed' type. All lighting must be examined for serviceability by a responsible ship's officer before work commences.

(iii) *Wireless transmitters.*—Wireless transmitters (R/T or W/T) from a ship loading or unloading explosives are permitted provided the tube used for transmission does not exceed 50 watts.

(iv) *Bunkering.*—Explosives scheduled for magazine stowage must not be loaded or unloaded whilst bunkering with either coal or oil is in progress. Bunkering should not be carried out when working on other types of explosives or whenever the hatches of the explosives stowage apartment are off, unless adequate precautions are taken to prevent coal dust or oil vapour within the explosive stowage space.

(v) *Repairs.*—No repair work of any kind in the hold of any vessel is to be done if that hold contains explosives. Repair work which involves rivetting, welding or any other operation having a risk of fire shall not be carried out when explosives are on the vessel.

(vi) *Smoking.*—No person shall smoke when any kind of handling or moving of explosives is in progress or whilst in the vicinity of any explosives.

(vii) *Firefighting.*—Hoses shall be kept rigged and all other available firefighting appliances on board such vessels shall be kept ready for use.

20. Slinging Rules:—

(a) Explosives packed in boxes, except in the special instances mentioned in (d), (f), (g) and (h) should be slung in ammunition trays of approved design or on scale boards fitted with efficient anti-spilling devices.

(b) Loose shell, up to and including 7.2 inch calibre, are to be slung in ammunition trays of approved design only.

Loose shell above 7.2 inch cal. are to be slung in strop slings slightly nose heavy, care being taken with capped shell to see that the sling is clear of the cap and that the cap is not loosened.

(c) Loose aircraft bombs upto 1000 lb. inclusive should be slung either with approved bomb slings hooked into the lug on the side of the bomb or alternatively, in ammunition trays of approved design or on scale boards fitted with efficient anti-spilling devices.

Loose aircraft bombs, above 1000 lb. should be slung horizontally by two wire snotters in the form of a bridle.

(d) Clustered aircraft bombs, upto 1000 lb. packed in steel cylinders, should be slung horizontally by means of:—

(i) Approved bomb slings shackled to the holes in the joining flange of the cylinders or to the lifting rings provided on later types or

(ii) By two wire snotters in the form of a bridle sling, the sharp edges of cylinder flanges being suitably packed with wood chafing pieces.

Clustered aircraft bombs above 1000 lb., packed in steel cylinders, should be slung horizontally by two wire snotters of adequate SWL in the form of bridle sling, and sharp edges of cylinder flanges should be packed with wood chafing pieces.

Clustered aircraft bombs packed in wooden roller cases, should be slung horizontally by means of two snotters forming a bridle.

Clustered aircraft bombs packed in rectangular wooden caskets, should be slung horizontally by rope sling (straps), the soundness of which must be verified regularly during the course of loading and discharging. Care must be taken to maintain uppermost that side of the package which is indicated as the top by appropriate markings.

Clustered aircraft bombs of the nose ejection type are to be slung in the manner described for loose aircraft bombs of the corresponding weight.

Note:—In all cases landing mats should be used when clustered aircraft bombs are being handled.

(e) Submarine mines except ground mines without crates, are to be slung by the lifting eyes provided. Ground mines without crates are to be slung by suitable straps. Special care must be taken to prevent damage to the casing.

(f) Mine charge cases and depth charges except Mk. 11 (eleven) are to be slung by their ringbolts, lifting lugs eyes of the crate holding them, as appropriate. Depth charges, Mk. 11 (eleven) are to be slung on ammn. trays of approved pattern or scale-boards with an efficient anti-spilling device.

(g) Torpedo warheads should be slung by the special lifting lugs provided at the end of the package.

(h) Packages containing Naval BL ctges are to be slung from their beackets using hook slings fitted with spring clips. Packages containing Naval QF ctges may also be slung from their beackets if this is more practicable than the use of ammn. trays, *vide* (a) above. Care must be taken that all beackets are used, and that no one package takes the strain of another.

(i) The use of nets alone for slinging explosives is prohibited.

(j) Containers holding bulk explosive must not be rolled during the operations of loading or unloading.

21. *Recovery of Timber.*—Magazines constructed in freight ships at Government expense remain the property of Government and Bills of Lading must be endorsed accordingly. Timber worth removing must normally be removed at the port of discharge, if no delay in turn round will ensue.

22. *Power to exempt.*—The Government of India may in exceptional cases, exempt, conditionally or unconditionally, any consignment from all or any of the provisions of these Regulations.